AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph [0004] spanning pages 1 and 2 with the following rewritten version:

[0004]   Japanese Laid-Open Patent Publication No. 11-342821 discloses a vehicle-use passenger restricting ~~protecting~~ device for restricting ~~protecting~~ passengers. The vehicle-use passenger restricting ~~protecting~~ device is provided with a sensor for predicting or detecting a rear collision and a control device configured to deploy an airbag in the vicinity of the passenger's neck area when the sensor detects a rear collision or predicts that a rear collision will occur. More specifically, this vehicle-use passenger restricting ~~protecting~~ device is provided with a passenger state detecting device and an airbag deployment state changing device configured to change the deployment state of the airbag in accordance with the passenger state detected by the passenger state detecting device. Thus, with this vehicle-use passenger restricting ~~protecting~~ device, the sensor detects rear collisions or predicts if one will occur and, when a rear collision is detected or it is predicted that one will occur, the control device deploys an airbag in the vicinity of the passenger's neck area. Additionally, the airbag deployment state changing device changes the deployment state of the airbag in accordance with the passenger state detected by the passenger state detecting device. As a result, an airbag deployment state that is well adapted to the state of the passenger can be ensured and the occurrence of a load on the cervical vertebrae can be sufficiently prevented in advance.

Please replace the paragraph [000128] at page 22 with the following rewritten version:

[00128]   Thus, extremely effective collision restriction ~~protection~~ can be achieved by selectively changing the passenger restraining devices 35 that will be triggered in accordance with the identified collision state or type and also determining both the threshold value for

triggering and the timing for deploying the passenger restraining devices 35 in accordance with the identified collision state.

Please replace the paragraph [000151] at page 27 with the following rewritten version:

[00151]   By using the control unit 22 to identify the collision state based on the balance between the tensile forces on the left and right of the vehicle and determine a threshold value for triggering the passenger restraining devices 35 in accordance with the identified collision state, the vehicle collision state detecting device 10 can eliminate late triggering of the passenger restraining devices 35 and trigger passenger restraining devices 35 that are well suited to the particular collision state can be triggered, thus enabling extremely effective collision restriction protection to be contrived.